

COUNTRY

Germany (Russian Zone)

DATE DISTR.

15 Feb. 1952

SUBJECT

## Railroad Tank Car Distribution Points

NO. OF PAGES

2

PLACE  
ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

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DATE OF INFO.

SUPPLEMENT  
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

1. Kesselwagenleitstellen (Railroad Tank Car Distribution Points) (KWL) were established with the regional railroad headquarters and the Directorate General, Railroads, Berlin. The pertinent regulations, called "Verordnung ueber den Kesselwagenverkehr", regulate the distribution and use of railroad tank cars.
2. The KWL, attached to the Directorate General, is at 55 Markgrafenstrasse, Berlin W 8. The KWL has files of technical data and other pertinent information on all railroad tank cars. It receives daily reports from the KWLs of the regional railroad headquarters. The number of railroad cars available, and loading and unloading reports, a difference is made between operational and non-operational, damaged and reserved cars being carried in the files.
3. According to their utilization, the tank cars are subdivided into the following two groups:
  - a. Group A: Freizuegige Kesselwagen (tank cars of unlimited usability). These cars may carry only "white products" such as gasoline, benzol, Diesel oil and petroleum. These cars are lettered Zmw, Z standing for Zisterne (tank), M for Mineraloel and w for weisse Ware. The tank cars carried in group A are exclusively at the disposal of the KWLs.
  - b. Group B: Nichtfreizuegige Kesselwagen (tank cars of limited usability). These cars, most of which are lettered with "black products" such as numerous other liquids and gases, cannot be used after unloading, because of the danger of explosion or of damage to the goods carried, the employment of these cars is limited. For this reason, these cars are hired out by the Central Railroad Tank Car Distribution Point. They are lettered KWL of the DR, at the disposal of the KWLs.

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The establishment of a Tank Car Distribution Point w  
heral, Railroads, Berlin, was reported pr  
e establishment of such a central control  
y the shortage of rail cars in t  
Germany. Special repair shops have  
maintenance work on tank cars.

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\*\* Comment. Some tabulations on  
by Soviet supply installations in September  
October 1951 were transmitted previously.

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\*\*\* Comment: Available reference material does not list a subsidiary of  
the Leunwerke in Gross Korbetha.

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